



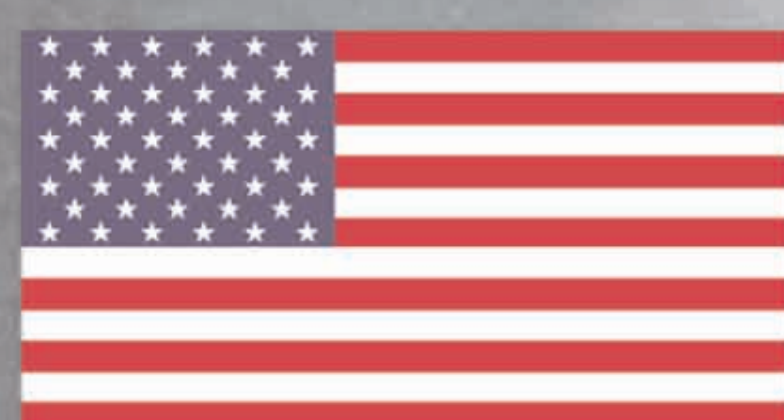
U.S. Department of Transportation  
National Highway Traffic Safety  
Administration

**NHTSA**  
People Saving People  
[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

# What a Difference Five Years Made!

## 1994–Present

**Led the Development of an International Research Agenda (International Harmonized Research Agenda) on Motor Vehicle Injury to Speed up the Acquisition of Knowledge and the Application of New Research to Motor Vehicle Safety**



**Goal 4: Improve data collection and analysis to better identify and understand problems and to support and evaluate programs; expedite the availability of information to customers and partners.**

The mitigation of transportation-related fatalities, injuries and property damage is a universal concern. For the past 30 years, motor-vehicle related injuries and fatalities have been the principal focus of NHTSA's research efforts. Other countries are also engaged in similar and sometimes duplicate research activities. Shrinking resources for this transportation-related research led to a change in the traditional "not invented here" philosophy.

In May 1996, a program of coordinated research was proposed by the United States at the 15th International Technical Conference on the Enhanced Safety of Vehicles held in Melbourne, Australia. Senior representatives from the governments of twelve countries and two international organizations reached consensus on a five-year international research program under the worldwide banner of International Harmonized Research Activities (IHRA).

**IHRA is comprised of a government only steering committee and working groups to conduct the harmonized research. The governments associated with IHRA include:**

the UNITED STATES

CANADA

JAPAN

AUSTRALIA

ITALY

FRANCE

the NETHERLANDS

GERMANY

SWEDEN

POLAND

the UNITED KINGDOM

HUNGARY

Additionally, two international government organizations are members – European Commission (EC) and European Experimental Vehicle Committee (EEVC)

This program included research into biomechanics with the United States as the lead country; Intelligent Transportation Systems led by Canada; Vehicle Compatibility led by the UK along with the (EC/EEVC); Advanced Frontal Offset Crash Protection led by Italy and EC/EEVC; and Pedestrian Impact Protection led by Japan.

The development of a scientific process to determine the functional equivalency of existing safety regulations was agreed upon and completed under the joint leadership of Australia and the United States. A project on Side Impact Research with Australia as the lead was added in 1998.



"Team work is the heart of any successful operation. When we set our goals in the Strategic Plan back in 1994, we built in a foundation that empowered the NHTSA employee and sparked individual creativity and innovation. The resulting accomplishments of working as a team over the past half decade have been nothing short of magnificent. Everyone at NHTSA should feel we are moving forward. Because we are. Each one of you should feel very proud of your individual contributions to the overall momentum that is making highways safer for us all. We are, after all, people saving people. It's what we do – and what all of you do so well."

**Congratulations and Thank You to All Members of the NHTSA Family for a Job Well Done!**

*John A. Mendonça* *William H. Wines* *Ken Weinstein* *Don Sisk* *Rae Tyson* *Ray Owens* *Yamamoto* *Alfred Daily* *Charles D. Jones*